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LUBELEY EMRICH  
& WALSH PC

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JUN 26 2009  
BUILDING AND DEVELOPMENT

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May 15, 2009  
Revised June 12, 2009

George R. Phillips, Senior Transportation Planner  
Loudoun County Office of Transportation Services  
One Harrison Street, S.E., 3rd Floor  
Leesburg, VA 20177

Re: Belmont Glen Village ZCPA – Proposed Traffic Statement

Dear George:

I am providing this traffic information pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a zoning concept plan amendment application for ZMAP 2004-0006, Belmont Glen/Rouse Property. The proposed amendment will result in the same number of lots as permitted under the approved concept plan for Rouse/Belmont Glen, and therefore no additional vehicle trips as compared with the approved concept plan will result from the proposed amendment.

The applicant, Bayshire LC, of McLean, VA, is the developer of Belmont Glen Village, which is zoned PD-H3 and administered R-8 under the traditional design option pursuant to ZMAP 2004-0006, the Belmont Glen/Rouse Property. The Belmont Glen Village community, consisting of approximately 140 acres, is located between Belmont Ridge Road and Goose Creek, south of the Dulles Greenway. It is zoned for 196 dwelling units at a density of 1.4 dwelling units per acre.

The Belmont Glen/Rouse Property rezoning was approved in June 2004 for the development of 196 single family detached dwelling units under the R-8 zoning district traditional design option. The primary traditional design feature of the approved concept plan, along with an interconnecting street network, was the use of alleys with rear-loaded units along the alleys, and front-loaded units that required the garage to be set back twenty feet from the front of the house. The concept plan also proposed a highly clustered lay-out, providing over 70% open space, most of which is located adjacent to Goose Creek and is proffered for dedication to Loudoun County.

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ATTORNEYS AT LAW

Since the time of rezoning approval, the applicant has received preliminary subdivision and construction plan approval. As a result of these applications, the applicant has come to the understanding that the traditional design option placed on a site with the topographical features of this property results in "over-engineering" the property. There also was difficulty finding homebuilders who had houses that could be accommodated on the lots with the slopes of the approved plans. As a result, the applicant has undertaken a new study of the property and has developed an alternative lay-out for the approved 196 lots that fits better with the site topography. The revised lay-out is better suited to the requirements of the standard R-8 building and lot requirements rather than the traditional design option under the R-8 district. I have attached the approved concept plan and the proposed concept plan, which illustrate the internal street lay-out.

The revised lay-out, which works better with the existing grades on the property, offers many advantages over the approved concept plan lay-out. Less engineering is required resulting in less overall earthwork and existing landform modification. The more efficient lay-out reduces infrastructure needs including reduced road lengths, site utilities, elimination of alleys, less need for retaining walls, and, when needed, smaller retaining walls, and a potential decrease in wetland impacts. By following the topography, the pedestrian network will be more user friendly, especially in terms of ADA accessibility, with less steep grades encountered in the pedestrian system. As a result of eliminating the alleys and a more efficient street lay-out, there is a 1.3 acre reduction of the impervious surface on the property, an increase in the pervious area on individual lots, and an overall increase in the open space on the property. The central community open space has increased two acres in area from 1.8 acres to 3.8 acres, while the significant open space area preserved along Goose Creek remains unaffected. These elements also potentially lead to a decrease in the stormwater management requirements, thereby allowing for increased opportunities to use low impact design techniques. All of these features result in a "greener" community design. The costs of home construction also are reduced as a result of the revised lay-out, resulting in a more-cost efficient home to the consumer, which also is desirable in the current real estate market. Along with the advantages of the revised lay-out listed above, there will be no detrimental effects to the County as a result of the proposed ZCPA, since the existing proffers will be essentially maintained and there will be no increase in units.

Since there is no increase in units proposed, the following traffic information is provided pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a ZMAP application. Belmont Glen Village has approximately 50 feet of frontage on Belmont Ridge Road and no entrance onto Belmont Ridge Road. Access to the property is through the existing Belmont Glen Drive and Fairhunt Drive. The Belmont Glen Drive entrance onto Belmont Ridge Road is constructed and open to traffic, which indicates that it meets all VDOT safety and entrance standards. The proffers restrict development to 31 dwelling units until a second access point through Goose Creek Preserve (ZMAP 2002-0009) is available. Since the Belmont Glen rezoning was approved, the entrance for the Corro property rezoning on Belmont Ridge Road also has been constructed and is accessible from Belmont Glen Village through Belmont Glen. The Goose Creek Preserve rezoning concept plan entrance onto Belmont Ridge Road is directly across from the Broadlands Boulevard entrance at a planned median crossover location on Belmont Ridge Road when it is upgraded to a four-lane divided roadway. Prior to

construction of this entrance, it will be reviewed and approved by VDOT for compliance with all safety and construction standards.

The up front regional road cash contribution of \$750,000 has been paid to the County. The proffers also provide for dedication of Belmont Ridge Road right-of-way along the property frontage at the time of record plat or upon request of the County. The proffers also provide for the construction of a 10-foot wide trail along the Belmont Ridge Road frontage at the time of record plat approval. The applicant intends to maintain the same road proffers with the proposed amendment.

Belmont Ridge Road is classified as a minor arterial road in the CTP and planned ultimately as a six-lane median divided controlled access roadway, with 120 feet of right-of-way. It currently is being upgraded from a two-lane rural roadway to a four-lane median divided controlled access roadway as an interim condition. With no difference in the number of lots proposed, there is no difference in trip generation from the approved concept plan for the property.

The concept plan filed with the application illustrates the proposed revised street layout. The concept plan approved with ZMAP 2004-0006 is attached for comparison purposes.

Sincerely,

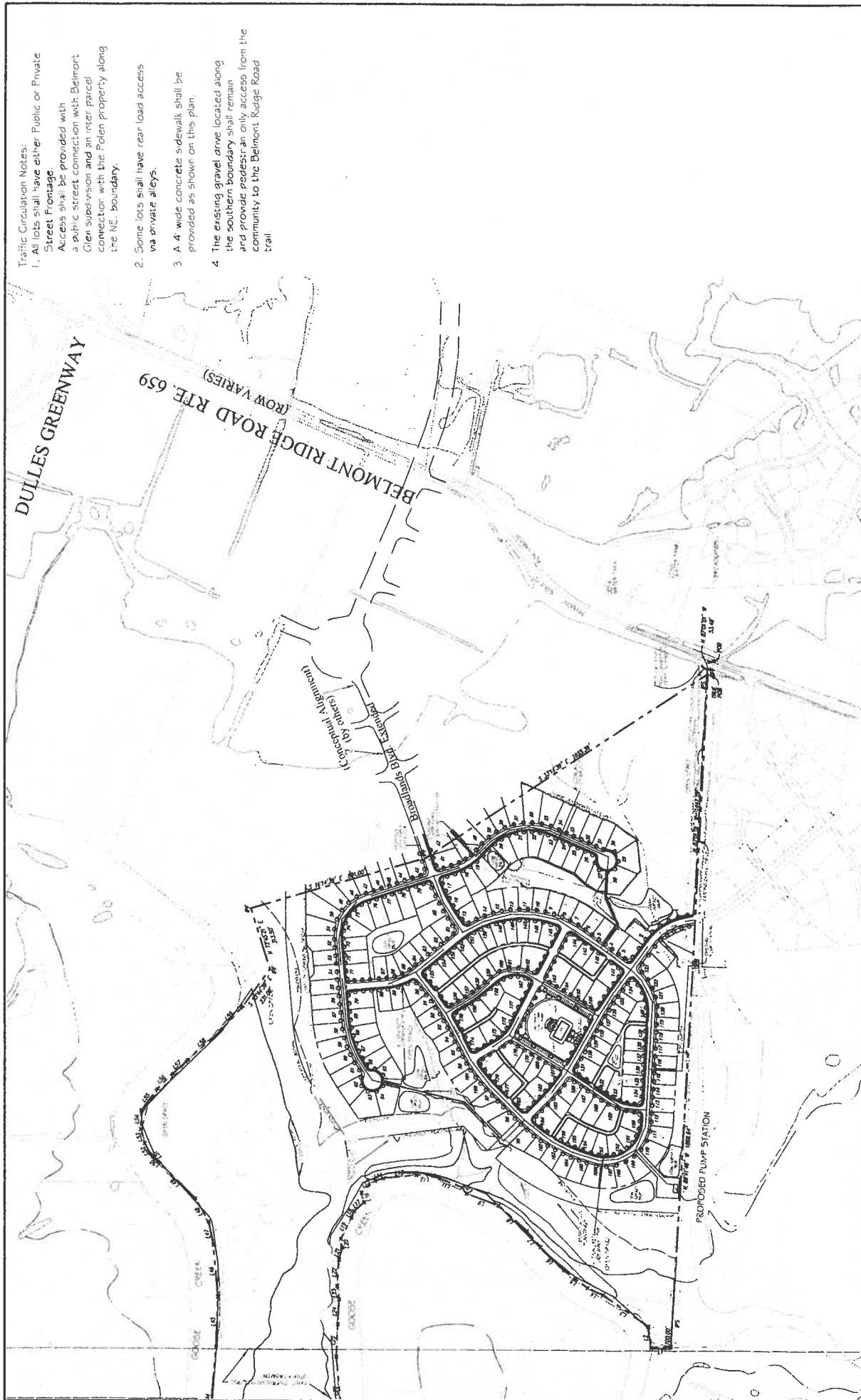
WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.



Christine Gleckner, AICP  
Land Use Planner

ATTACHMENT

cc: Rick Entsminger, Bayshire LC  
Jim Mobley, Bayshire LC



- Traffic Circulation Notes:**
1. All lots shall have either Public or Private Street Frontage. Access shall be provided with a public street connection with Belmont Glen subdivision and an inter parcel connection with the Polen property along the NE boundary.
  2. Some lots shall have rear load access via private alleys.
  3. A 4' wide concrete sidewalk shall be provided as shown on this plan.
  4. The existing gravel drive located along the southern boundary shall remain and provide egress to the Belmont Ridge Road trail.

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**REZONING AMENDMENT**  
 ROUSE / BELMONT GLEN  
 PROPERTY  
 LEE JAMES COUNTY, VIRGINIA

**TRAFFIC / PEDESTRIAN**  
 CIRCULATION PLAN  
 TAX MAP 78 PARCEL 9 NCPI 195.19.0102

**REVISION DATE**  
 02-15-02

**Date**  
 02-15-02

**Scale**  
 1" = 200'

**SHEET 5 OF 10**  
 RZ-108-LC